

# Maryland Historical Trust

## State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. HA-1945

Magi No.

DOE ☐ yes ☐ no

### 1. Name (indicate preferred name)

historic

and/or common Edgewood Road Railroad Overpass

### 2. Location

street & number Edgewood Road at northeast corridor rail line

☐ not for publication

city, town Edgewood

☐ vicinity of

congressional district

state Maryland

county Harford

### 3. Classification

Category

Ownership

Status

Present Use

☐ district

☐ public

☒ occupied

☐ agriculture

☐ museum

☒ building(s)

☐ private

☐ unoccupied

☐ commercial

☐ park

☐ structure

☐ both

☐ work in progress

☐ educational

☐ private residence

☐ site

Public Acquisition

Accessible

☐ entertainment

☐ religious

☐ object

☐ in process

☒ yes: restricted

☐ government

☐ scientific

☐ being considered

☐ yes: unrestricted

☐ industrial

☒ transportation

☐ not applicable

☐ no

☐ military

☐ other:

### 4. Owner of Property

(give names and mailing addresses of all owners)

name National Railroad Passenger Corporation (AMTRAK)

street & number 400 N. Capital Street, NW

telephone no.:

city, town Washington

state and zip code D.C. 20001

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Harford County Courthouse

liber 1081

street & number 40 South Main Street

folio 40

city, town Bel Air

state Maryland

### 6. Representation in Existing

Historical Surveys

title

date

☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town

state

## 7. Description

Survey No. HA-1945

### Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

### Check one

☒ unaltered

☐ altered

### Check one

☒ original site

☐ moved

date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This concrete box girder bridge carries the Northeast Corridor railroad line over Route 755 (Edgewood Road) adjacent to the Edgewood Railroad Station. The bridge, which displays little decoration, is typical of small, functional railroad bridges constructed in the pre-World War II period.

The roadway is depressed beneath the railroad and the bridge is anchored to the adjacent land slope by striated concrete abutments. Concrete steps extend along the sides of these abutments and provide access to the track level at the Edgewood Station. Sidewalks extend on either side beneath the bridge. These sidewalks have foundations whose striations match those of the abutments. The sidewalks are bounded by metal pipes railings terminated in square concrete posts topped by square slab capstones.

The lower section of the north sidewall of the bridge is formed from smooth-faced concrete. A metal sign indicating that one is entering the Edgewood Area, Aberdeen Proving Grounds is placed in the middle of this slab. These slabs are topped with solid balustrades divided into three panels. Inward curving chain link fences rise from the tops of the balustrades.

## 8. Significance

Survey No. HA-1945

Period	Areas of Significance--Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1933

Builder/Architect

check: Applicable Criteria: ☐A ☐B ☐C ☐D  
and/or

Applicable Exception: ☐A ☐B ☐C ☐D ☐E ☐F ☐G

Level of Significance: ☐national ☐state ☐local

Prepare both a summary paragraph of significance and a general statement of history and support.

This bridge was probably constructed in 1933 when Edgewood Road was rerouted to avoid the grade crossing in the vicinity of the Edgewood Station (Smart 1996). The rerouting was undertaken to improve safety and to allow more efficient passage to and from the Edgewood Arsenal located immediately to the south.

The bridge is a typical utilitarian bridge structure of its period. It is not technologically innovative nor is it a notable example of a bridge type. Therefore, it is recommended not eligible for the National Register.

## 9. Major Bibliographical Reference

Survey No. HA-1945

Smart, Jeffrey. Command Historian. U.S. Army Chemical and Biological Defense Command. Edgewood, Maryland. Interview. August 1996.

## 10. Geographical Data

Acreege of nomiated property less than one

Quadrangle name Edgewood, MD

Quadrangle scale 1:24,000

UTM Refernces do NOT complete UTM references

A 

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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification

Portion of Map 69, Parcel 139. The boundary includes the bridge, its abutments and wing walls, and the adjacent stairways. This represents the historic boundaries of the bridge.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

## 11. Form Prepared By

name/title Douglas C. McVarish, Project Architectural Historian

organization John Milner Associates, Inc.

date August 1996

street & number 1216 Arch Street, 5th Floor

telephone (215) 561-7637

city or town Philadelphia

state PA

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032  
(301-514-7600)

# Continuation Sheet

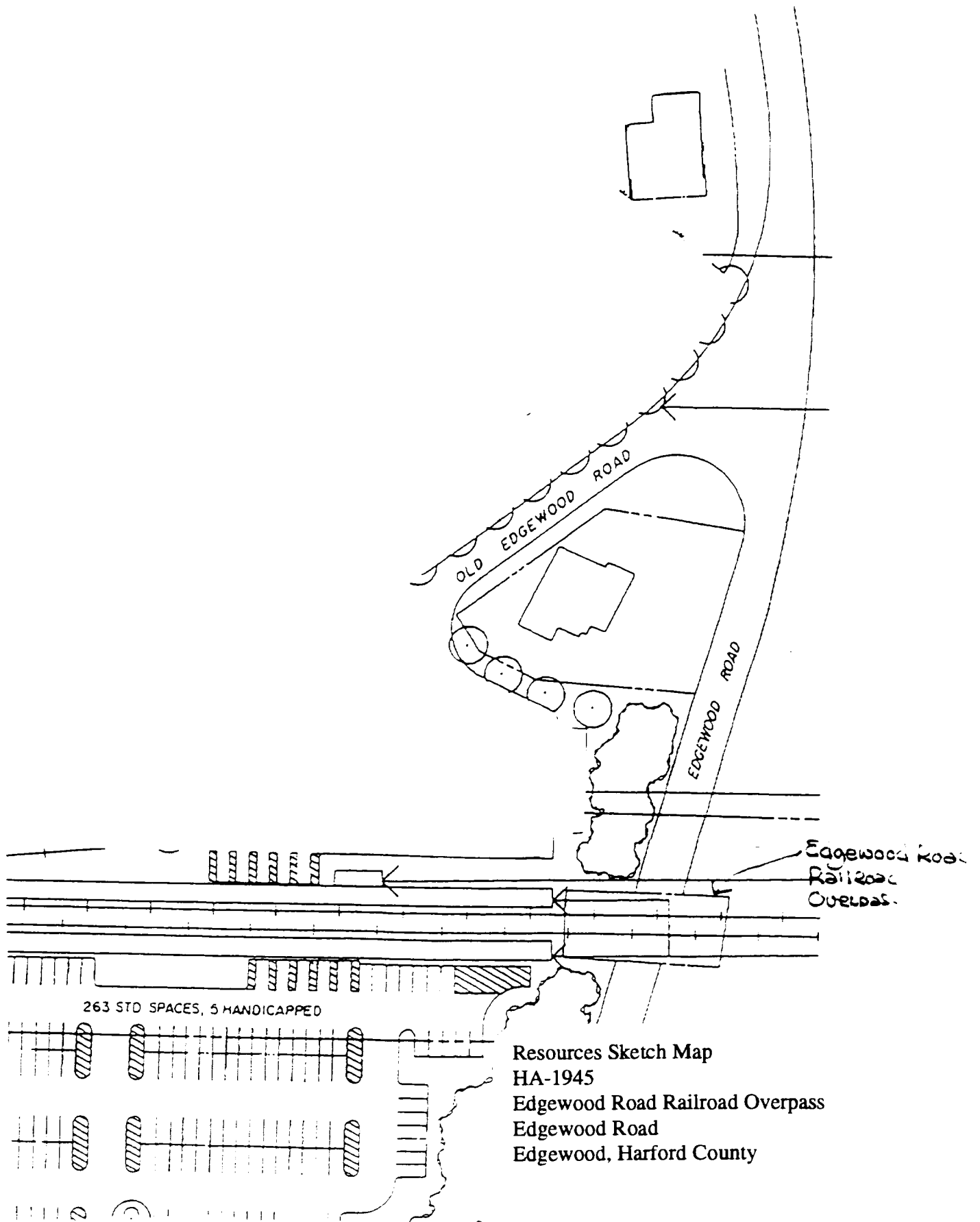
Survey No. HA-1945

Name Edgewood Road Railroad  
Overpass

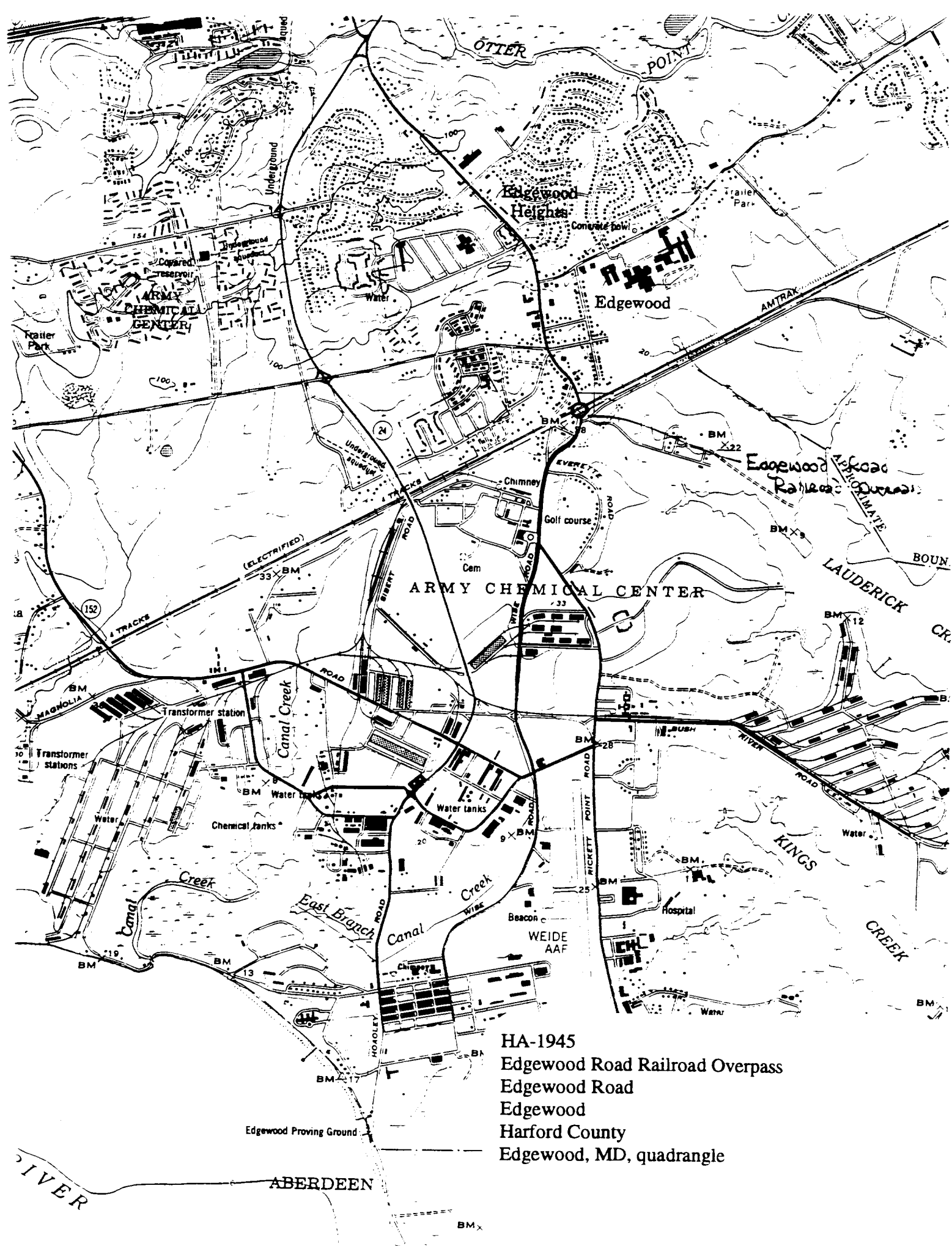
County Harford

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A typical small railroad bridge of its period, the bridge was installed in 1933 when Edgewood Road was rerouted to avoid the grade cross located at the Edgewood Station.



Resources Sketch Map  
HA-1945  
Edgewood Road Railroad Overpass  
Edgewood Road  
Edgewood, Harford County



HA-1945  
Edgewood Road Railroad Overpass  
Edgewood Road  
Edgewood  
Harford County  
Edgewood, MD, quadrangle





HA-1945

E. Wood Post-Railroad Company  
Harpers County, Ia. 1945

Length 2 ft. 6 in.

August 1945

North side of creek

North side of creek. View towards south

1/2



HA-1945

Highland Road, N. of Overpass.

Franklin County, Oregon

Dwight C. McFarish

August 1945

Maryland, Md.

Inside of Overpass. View from North

Side.